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Every nook and corner of Rumson polo field will be a reminder of the Greatest Sporting Goods Store in the World.

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For the woman—Abercrombie & Fitch Autumn sport clothes.

Suits, coats, hats, scarfs, hosiery and boots—such as are seen at thoroughbred sporting events the world over.

Men's polo coats, motor coats, sport suits, caps, Autumn scarfs of imported sport silks—all sport footwear, including Maxwell English riding boots.

Vacuum bottles, Loewe's English pipes, tobacco pouches, cigar and cigarette cases.

Abercrombie & Fitch Co.
EZRA H. FITCH, President
Madison Avenue and 45th Street New York

"Where the Blazed Trail Crosses the Boulevard"

Hylan Vows He Will Defeat All Subway Foes

Despite McNary's Fight on \$600,000,000 Plan, It Will Be Put Into Effect, Mayor Says Wrathfully

Project's Future in Doubt

Board of Estimate Has No Intention of Submitting Scheme to Commission

Mayor Hylan, who still is at Saratoga, where racing is on, dictated to his secretary yesterday a wrathful attack on George McNary, chairman of the Transit Commission.

This was made by way of reply to the comments made by Mr. McNary on the Mayor's \$600,000,000 plan for building thirty-five new subways.

The Mayor restates all of his oft-repeated charges against the Transit Commission, asserting that that state body is "the hope of the traction ring" and that its main purpose is to make the city pay for a lot of surface and elevated lines which the Mayor holds to be worthless.

It was learned yesterday, both at the City Hall and in Albany, that the Board of Estimate has no intention of submitting the Mayor's subway plan to the Transit Commission, which is charged under the law with the duty of initiating all new routes.

Attack on Chairman
It is the purpose of Mayor Hylan to have the Board of Estimate hold hearings on his plan, and, after obtaining the endorsement of various civic bodies and citizens, to send it to the Legislature and ask for its approval and for the abolition of the Transit Commission and its transfer to the Board of Estimate sole authority to build subways.

In this way the Mayor's plan will escape the analysis of the Transit Commission engineers, who are committed to the commission's comprehensive plan for new subways at a cost of \$218,000,000.

"Mr. McNary's reason for scathingly condemning my proposal is clear," says the Mayor's statement from Saratoga. "My plan does not include the purchase of useless and worn-out surface cars, tracks, power houses and antiquated surface car equipment, nor does it provide for the purchase of elevated structures, which will be removed from the city streets as soon as sufficient new subway lines are built by the city to take their places."

After describing quite in detail the "malevolent purposes and motives" of Mr. McNary, the Mayor says: "If he remains in office as chairman until doomsday he will never be able to accomplish this purpose, because the people will never permit him to do so."

"People Want Subways"
Apparently referring to the Transit Commission's \$218,000,000 plan of last May, the Mayor, whose routes very closely parallel the commission's routes, says:

"For brazenness and sheer nerve this plan of Mr. McNary and the transit ring transcends anything they have put out."

"The people of New York want new subways and they will get them because I and the other members of the Board of Estimate were elected to provide them and other modern transportation conveniences, and we intend to provide them."

When the Mayor's dictated message was handed to Mr. McNary with a request for comment, he said:

"I am not surprised that the first puncture should bring forth a note of this kind. I would advise the Mayor, however, to reserve his vocal strength, for I fear that of necessity there will be a great deal of them. I have no comment to make upon his telephone message except to point out that in my statement published this morning I did not condemn his plan as 'worthless,' 'ridiculous' or 'idiotic'—adjectives that, for some reason or other, he attributes to me. He may be assured that the members of the Transit Commission, in the discussion he is provoking, will confine themselves to parliamentary language and to the facts. Much will depend, of course, upon the fair and clear exposition of facts which the Mayor's commission proposes to give the Mayor every opportunity to prove the statements it now disputes and to verify the figures upon which his apparently impossible scheme of financing is based."

Warns of Delay

"It has not undertaken to do more at the moment than to point out that neither the Board of Estimate nor the Mayor could even begin to carry out such a plan as he has proposed, for the reason that they lack the legal authority; that to carry out much more than half the plan would demand the use of more credit or borrowing capacity than the city will have for every municipal purpose, transit included, for years ahead; that the first step the scheme proposes would tear to pieces the existing five-cent fare system, and that instead of hastening the construction of new lines it would indefinitely put off such construction."

"The lines shown in the Mayor's plan, covering a period of fifteen years ahead, are taken, with few variations, from the list of lines to be constructed throughout the period that the commission itself has before it, published in a report of its consulting engineer dated August 2, 1920. In its construction program of May last the commission covered the first five-year period. In that respect the Mayor's recommendations for the first five years are comparable with the commission's, and cover approximately the same mileage. The commission's engineers are preparing a comprehensive comparison based upon its own fifteen-year period. When this is ready it will return to the matter of routes with the Mayor with an absolutely open mind, and, naturally, will be glad to make any changes that may be shown to be desirable either in its own general routing plan or in the order in which particular lines shall be scheduled for construction."

Equitable Life Joins in I. R. T. "L" Adjustment

Deposit of 20,000 Shares of Manhattan Stock Forecast, and Early Adoption of Plan

Substantial progress on the proposed Interborough-Manhattan readjustment plan was made yesterday afternoon at a conference in the chambers of Federal Judge Julius M. Mayer, when it was announced that the Equitable Life Assurance Society, holding 20,000 shares of Manhattan Elevated Railway shares, has assented to the readjustment. At the end of the meeting Judge Mayer said:

"Some legal and other details concerning which there had been a difference of opinion were discussed and it now remains for the comparatively few remaining stockholders of the Man-

Lacks License to Drive, Arrested Twice in Day

William Bethel, thirty-five years old, entered East View penitentiary yesterday after being arrested twice the same day for operating an automobile without a license. He was sentenced to serve six months.

Bethel was fined \$10 on Monday afternoon after the car he was driving collided with another at Patterson, N. Y. He promised he would not drive again without a license. A few hours later he was arrested near Mahopac, Westchester County, on the same charge, and also that of driving while intoxicated. His home is at Baldwin Place Village, in Westchester County.

hatten and for the remaining bond and note holders of the Interborough to deposit their securities. This is vital to the adoption and success of the plan, and it is hoped that the necessary deposits will be made in the next few days.

President William A. Day, and Vice-President Thomas I. Parkinson of the Equitable Society were present at the conference. They joined in the conclusions reached and will recommend to the Equitable executive committee at the next meeting the deposit of their 20,000 shares of Manhattan stock.

This promise indicates that before the end of the week at least 90 per cent of Manhattan Railway stock will be deposited in furtherance of the readjustment plan.

Hoadley Begins Bus Service

In Grand Avenue, Astoria The Manhattan Transit Company, of which George H. Hoadley is the head, yesterday began operating a bus service in Grand Avenue, Astoria, on the route where the Supreme Court recently, on the application of the New York and Queens Company, enjoined the Department of Plant and Structures from running busses.

The busses of the new company have done a thriving business between the Jackson Avenue station of the Queensboro subway, in Long Island City, and Brooklyn. It is expected that the B. R. T., which is suffering from the competition of the new busses, will appeal to the court for a writ restraining their operation.

Proposes Statue of White

WASHINGTON, Aug. 29.—Erection in Washington of a bronze statue of Edward D. White, long Chief Justice of the United States Supreme Court, at a cost of \$100,000, was proposed in a resolution introduced today by Representative Hogan, Republican, New York.

\$350,000,000 More Tacked On Bonus Bill

(Continued from page one)

terpreted as ingratitude toward our soldiers and sailors."

Admitting the bill would impose a burden, he added that he was convinced it "involves a vital principle in our national life, most essential to the honor, good faith and future welfare of the country."

He predicted that even if this bill failed to become law in the end the American people would insist on the passage of a similar measure.

Senator Capper, of Kansas, speaking for the bill, hit hard at "the war profiteers and millionaires the thousands made wealthy by cost-plus contracts by staying at home." He declared they were the chief opponents of the bill and that the bonus was a debt of honor to the soldiers. He denounced the United States Chamber of Commerce and "other big financial interests" for opposing the measure, and said he would like to see the government "recover the hundreds of millions of dollars stolen from the Treasury by the crooks and grafters who profited in war and peace," and would like to see this used to pay the soldiers' bonus.

Holds Government Delinquent
He suggested also use of the foreign debt, and declared it was being provided daily "that the government has failed even to provide properly for its disabled veterans and for the dependents of thousands who gave their lives in the World War."

Senator McCumber spoke against the Smith-McNary reclamation amendment as a plan of the anti-bonus forces to load down the bill and insure defeat or veto.

Senator Sterling, of South Dakota, opposed the bill. Senators Cameron, of Arizona, and Bursum, of New Mexico, followed with speeches for the Smith-McNary amendment.

Senator Dial, of South Carolina, in a vigorous speech, agreed with Senator Wadsworth in opposing the measure and said he regarded it, as did Senator Wadsworth, as "a pawnbroker's scheme."

Senator Simmons spoke for the Smith-McNary amendment, said it would strengthen the bill and proposed a foreign debt amendment.

Senators Trammell and Oddie followed in support of reclamation. Amendments proposed to the Smith-McNary amendment by Senators Myers and Trammell were voted down, and then the amendment itself was agreed to. Senator Myers tried to hitch an old claims bill, in favor of Mrs. Katherine McDonald, of his state, to the Smith-McNary amendment, but was defeated.

Senator La Follette spoke in favor of the bonus measure. He said that his only objection was that "it is too meager."

"This bill merely applies a prin-

ple that we have recognized since our government was established," said the Wisconsin Senator.

Watson Opposes Measure

Senator Watson, of Georgia, opposed the McCumber bill and the Smith-McNary amendment on the ground that neither meant immediate relief for the soldiers who need relief.

Senator John Sharp Williams, in a characteristic speech, scored the bonus bill and said that if passed it would mean merely the beginning of payments to the former soldiers.

Senator Dial, of South Carolina, attacked the bill. "I have never favored the bonus," said Senator Dial, "and I have no objection to saying so. I feel that this proposition was not conceived in patriotism, but was conceived in politics. It is appalling when we realize that the per capita taxes in this country increased from \$6.70 in 1914 to \$49.41 in 1920. So it is time for the representatives of the people to look at this matter in a serious and sober way."

"If this great debt is placed against the American people, it will have to be paid, and in great part by the soldiers themselves. This bill is simply a delusion and a snare. It is unworthy of Congress to try to pass such a bunco game on the soldier. I have always been against it. I believe a majority of the soldiers in my state are against it. I am going to vote against this bill."

Compton Backs Bonus Stand of Wadsworth

Former Legion County Chairman Classes Pension Fight as Scheme of Plundering

George Brokaw Compton, of 501 Fifth Avenue, who resigned as New York County chairman of the American Legion because of his opposition to the soldier bonus, has written an open letter to Senator Wadsworth, endorsing the legislator's stand against the proposed legislation for adjusted compensation.

"To temporize with this issue is extremely dangerous," he wrote. "The extent to which organized ex-service men can plunder the public treasury, once success in an initial attempt has armed them with spoils, has been demonstrated by the Grand Army of the Republic."

"It is a patent fact that the demand for a bonus has long since lost its original character as a demand for an emergency payment incidental to demobilization and has become a pension demand. 'Service pensions' as a reward for performing a patriotic duty are wrong in principle on both patriotic and economic grounds, and such pensions have hitherto been granted only to a few survivors of advanced age after a long lapse since their military duties."

"It would be worthy of the splendid traditions of the Senate if a majority of its members would now join Senator Wadsworth in his refusal to 'pass the buck' to President Harding."

Free Trade for World Demanded at Conference

Plea of Dutch Delegate for Abolition of Tariffs Rejected by U. S. and Britain

VIENNA, Aug. 29.—At yesterday's session of the Interparliamentary Union Conference here, M. Treub, of Holland, after reading a paper on international commerce, departed from his subject to advocate international free trade. He denounced what he termed the chauvinistic trade barriers erected by the newly formed European states, and presented a resolution for the summoning of a world conference to abolish tariffs.

The British spokesman objected to the introduction of controversial political questions, and threatened the withdrawal of the British delegation. He was strongly supported by Representative Theodore E. Burton, of the American delegation, who said that, while his group would not withdraw in view of the importance of the conference, yet they would remain silent spectators if debate on such questions were allowed.

Then M. Buisson, of the French delegation, brought up the reparations question, declaring in the course of his speech that the talk of a breakdown in German currency was all balderdash, and that the Reich merely meant to evade payment.

Woman Kills Herself After Family Quarrel

Gave Name as Mrs. Marie Weddlen, of New York, and Had \$200 in Purse

MIDDLETOWN, N. Y., Aug. 29.—A woman who went to a boarding house in Parkville, Sullivan County, yesterday under the name of Mrs. Marie Weddlen, of New York, shot herself yesterday afternoon and died from her

wounds last night in Thrall Hospital here. After having lunch in the boarding house she walked along the road toward Livingston Manor and on reaching a secluded spot fired two revolver bullets into her breast. She was still living when discovered and told a state trooper she had quarreled with her husband and her family and had sought seclusion in which to end her life. She had more than \$200 in currency with her. She was about thirty-five years old, 5 feet 6 inches tall and weighed about 175 pounds. Her eyes and hair were brown. No clue to her identity has been discovered among her belongings.

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\$1.29	\$1.39	\$1.49	\$1.59	\$1.69	\$1.79
34 x 2 1/2	32 x 2 1/2	33 x 2 1/2	34 x 2 1/2	35 x 2 1/2	36 x 2 1/2
\$2.19	\$2.29	\$2.39	\$2.49	\$2.59	\$2.69

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If you are wrestling with

the job of making your product better understood and more advantageously used, it is because you know it can be done, and you don't want to struggle twenty years only to see someone else take up your idea and win with it, while you and your efforts are forgotten.

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If advertising can help you do the thing you are trying to do, you need it and want it. If a talk with men who understand how advertising works would help you, call on us.

Once a month, or more frequently, we issue a publication called Batten's Wedge. Each issue is devoted to a single editorial on some phase of business. If you are a business executive and would like to receive copies, write us.

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